



# Hongkong Daily Press.

ESTABLISHED 1857.

F.O.S.  
VERY OLD LIQUEUR  
SCOTCH WHISKY.  
Per Doz.....\$15.00  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,640 號十肆百陸千叁萬壹第 日十式月十年柒十二結光 HONGKONG, SATURDAY, NOVEMBER 30TH, 1901. 陸拜禮 號十叁月壹十年壹零百九千壹英港香 PRICE, \$24 PER MONTH

**CHAMPAGNE**  
**JULES MUMM**  
PER CASE, PINTS \$50; QUARTS, \$48.  
**A. S. WATSON & CO.**  
**LIMITED.**  
THE HONGKONG DISPENSARY.  
[13822]

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WINE SHIPPERS SINCE 1816.  
Who have consigned their Brands to Hongkong  
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Apply to G. C. ANDERSON,  
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FAMOUS  
**KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents—  
SIEMSEN & CO.  
Hongkong, 1st January, 1901. [149]

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"SPECIAL BLEND" WHISKY  
Blend  
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Distillations of the  
Finest Scotch Whiskies  
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SIEMSEN & CO. Hongkong. [148]  
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TIME TABLE

**WEEK DAYS.**  
7.30 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
**NIGHT CARS.**  
5.45 p.m. to 9 p.m. Every 15 minutes.  
9.15 p.m. to 11.15 p.m. Every 15 minutes.  
**SATURDAY.**  
8.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 8.45 p.m. Every 10 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
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**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st October, 1901. [1487]

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CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
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We are Agents for the famous "NEW  
HOMER" and "MONOPOL" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
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Hongkong, 4th April, 1901. [12446]

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Class of Engineering Work. Marine  
Work a Specialty. Designs prepared for  
Small Coast Steamers, Light Dragoons, Vessels,  
Dredgers, Tug Boats, Launches, and Barges  
of any class or for Special Requirements.  
New and Repaired Work Supervised. Contractor  
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**B. J. BARLOW.** [14480]  
Hongkong, 14th June, 1901.  
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**PORTLAND CEMENT.**  
\$5.50 per Cask of 57 lbs. net ex Factory.  
\$3.81 per Bag of 20 lbs.  
**SHAW & SONS & CO.**  
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Hongkong, 1st June, 1901. [14444]

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ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are famous all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.  
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\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**THE ELITE OF WHISKY.—**  
**THE "PALL MALL,"**  
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11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
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**BLEND WHISKY,** **BENEDICTINE LIQUEUR—**  
\$10.75 PER DOZ. D.O.M.,  
Very soft, palatable, and mature. \$39.75 PER DOZ.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

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POMMEY & GRENO SEC. & EXTRA SEC.  
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KRUG & CO., PRIVATE CUVÉE.  
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Hongkong, 20th November, 1901. [1440]  
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**DAKIN'S ANISEED & LICORICE COUGH BALSAM.**  
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,  
COLDS, HOARSENESS, and SORENESS OF THE CHEST.  
Price 50 Cents and \$1.  
**CRUICKSHANK'S COUGH BALSAM.**  
A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases of  
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DEVELOPING AND PRINTING UNDERTAKEN.  
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**FANCY LEATHER GOODS.**  
**ELECTRO-PLATED WARE**  
**MEERSCHAUM PIPES AND CIGAR HOLDERS**  
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**CADBURY'S CHOCOLATES IN FANCY BOXES**  
**ENGLISH AND FRENCH CONFECTIONERY**  
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"Reviving sweets repair the mind's decay."—POPE.  
**A PRESENT**  
ACCEPTABLE TO ALL  
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**CHOCOLATE CREAMS.**  
A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.  
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PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF  
EVERY DESCRIPTION.  
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**NEW STOCK.**  
RIDING LEGGINGS, PUTTIES,  
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**VARIETIES OF CONFECTIONERY**  
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FANCY BOXES AT MOST POPULAR PRICES.  
SPECIAL DELICACIES, MARRONS, GLACES, CRYSTALLISED ROSES AND  
FINEST CRYSTALLISED FRUITS FOR DESSERT.  
ALMONDS! NUTS! NEW SMYRNA FIGS!  
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up-to-date Engineering Journal published  
weekly in Manchester and London. Will be for-  
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Pocket-book containing over 500 pages of Engi-  
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with knowledge of English Book-  
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and translate same into English. Apply with  
testimonials, stating age, experience, and salary  
required, to—  
"H. H."  
Care of Daily Press Office.  
Hongkong, 25th November, 1901. [12992]  
**A N ENGLISHMAN** (28) with Home and  
Eastern experience in General Mer-  
chants and Shipping Office routine, is open  
for engagement in the Colony.  
Address—  
H. F. G.  
Care of Daily Press Office.  
Hongkong, 29th November, 1901. [13052]  
**CHRISTMAS! CHRISTMAS! CHRISTMAS!!!**

**MR. M. JEEJEEBOY, of Messrs.**  
**JEEJEEBOY & CO.,** 19c, Holly-  
wood Road, having returned by the s.s. *Chusan*,  
brought with him a large stock of Goods  
specially ordered for the festive season, com-  
prising Christmas Cards, Crackers, various  
kinds of Sweets, best of Wines and Spirits,  
Boys' Fresh Provisions (English and Indian).  
Prices Moderate.  
Call and inspect our large and varied stock  
of Christmas Cards of the most exquisite and  
varied designs: prices ranging from one cent  
upward.  
—Hongkong, 5th November, 1901. [12990]  
**PORTLAND CEMENT**  
**J. B. WHITE & BROS**  
SOLE AGENTS FOR CHINA,  
HOLLIDAY WISE & CO.  
Hongkong, 18th September, 1901. [1234]

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ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer  
Wharves, and seven minutes by Ferry-launch  
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A First-class Hotel with thirty-five very  
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Board and Residence—  
By the day.....From \$5 to \$7.00  
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" for Married Couple.....\$150.00  
Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
**H. RUTTONJEE,**  
Proprietor.  
Hongkong, 25th November, 1901. [12991]

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HAVE YOU A PENSION  
To look forward to?  
If not write at once and obtain a copy of the  
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CO.'S "PERFECT PENSION" SCHEME.  
Better than the Savings Bank.  
For Full Particulars of the Scheme, apply to  
**DODWELL & CO., LD.**  
Agents.  
Hongkong, 12th February, 1900. [4-14642]

**HONGKONG HOTEL**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining-Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every door  
CHARGE MODERATE. [50]

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**PLUNKET'S GAP, THE PEAK, near the**  
Tram Terminus.  
Tel. 55.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [158]

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
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A FIRST-CLASS HOTEL of 15 Bed-  
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The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
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Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1898. [152]

**"BOA VISTA" HOTEL,**  
MACAO.  
**THE SANITARIUM OF SOUTH CHINA.**  
Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamer "HONGKONG," capt. W. E.  
CLARK, leaving Hongkong at 2 P.M. and  
Macao at 8 A.M. Connection made at Macao  
with Company's Steamer to and from Canton.  
Cable Address: "Boavista."  
For Terms, apply to  
MANAGER.  
[288a]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE." [11832]

**VICTORIA HOTEL,**  
SHAMEN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
**T. F. DA CRUZ, Manager.**  
Canton, 1st October, 1901. [12495]



## INTIMATION



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ESTABLISHED A.D. 1841.

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LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PRESS, A.B.C. Code.  
P.O. Box, 33. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th November, 1901.

In the last number but one of the *Fortnightly Review* there appears an article by Mr. DEMETRIUS BOULGER on the subject of "India's Interest in China." The *Times of India* of the 9th November contains very interesting criticism of this article, taking the practical side of the question in opposition to Mr. BOULGER's over-sanguine theorising. The Bombay journal admits that in endeavouring to impress upon the home public the supreme importance of regarding Indian interests in any settlement of the Chinese difficulty, Mr. BOULGER is performing a useful service, but wishes that he had fulfilled his task with a clearer perception of the realities of the situation, and with a less frequent tendency to belittle the very great difficulties that undoubtedly exist. It is eminently desirable (says the *Times of India*) that the British people should be made to understand how deeply India is concerned in the future of China; it is equally imperative that they should not be misled, however unintentionally. The main burden of the *Fortnightly* article is the necessity of the extension of the British railway system into Western China, and the writer is enthusiastic over the prospects of railway communication between India and China. He contends that as a prelude to railway construction beyond the frontier, "an elaborate scheme of railways" to be constructed by "Government guaranteed loans of twenty millions" should be introduced in Upper Burma. Whereon our Indian contemporary remarks:—"We can imagine what reception would be accorded by Government—very properly—to any project for an elaborate scheme of railways in any province, and particularly in Upper Burma. Mr. BOULGER must have studied railway policy in India to very little purpose if he seriously imagines that it would be possible at present to spend twenty millions in five years in

"one corner of the frontier." The financial obstacles to any such schemes as Mr. BOULGER advances are indeed serious, and it seems impossible for any one who is not rather a visionary to imagine that the Government is likely to take up with willingness expensive railway projects on the Burmese frontier, or that the investing public is inclined to look in the direction of Yunnan for returns on its money. When we see the vehement opposition offered to Mr. DOUMER's scheme of attacking Yunnan by rail from a far more favourable base, this is not to be wondered at. Mr. DOUMER proposes to spend an enormous sum of money, and his opponents very naturally call on the French Government to count the costs fully before giving the Governor-General a free hand. Yet the advance on Yunnan from the South-East is physically a far easier task than the rival route through Burma. The *Times of India* (to quote once more) rebukes Mr. BOULGER for begging the question by talking of "turning obstacles by detours" and of "the improved methods of carrying railways over mountains," and says:—"The initial truth 'to be borne in mind is that a railway 'to the Yangtze can only be constructed at enormous expense, that it would no more pay for fifty years 'than the Siberian Railway will pay, and 'that no one has yet told us where the 'money is to come from. India cannot 'afford to pay for it, or even to contribute 'to any material extent.' Yet the Bombay paper is very much in sympathy with Mr. BOULGER's aims, as indeed all must be who hope for the advancement of British trade with China. It is in every way desirable that a railway shall be constructed to link India with the Upper Yangtze region. But no good can be done save by approaching the question in a practical spirit. In the past the consensus of opinion was against the practicability of any such railway scheme whatever. Recently more attempts have been made to combat this view, and expert surveyors have been busy at work. We do not, however, bear the results of their investigations. It is plain that before the money can even be asked for a railway to the Yangtze it must be demonstrated that the railway can be built without such expenditure as to put it altogether out of the question. It is no doubt still necessary to impress upon the home public how much communication by rail between India and the interior of China would benefit British trade. But the appeal for support must be made to business men, who want to know the details of the scheme and its reasonable possibility; the same applies in the case of Government support. No airy belittling of the difficulties to be overcome can serve any purpose at all. The arguments which are to convince must be based on the evidence of experts. This we sincerely trust will be forthcoming. Even then the fight on behalf of the scheme is sure to be hard. It is not to be expected that the British Government will embark on an extremely costly undertaking with the readiness which Russia showed in the matter of the Siberian line; nor do we know at present of any British Dominion who will create an enthusiasm such as was temporarily manifested of late in France for the Yunnan railway scheme. The circumstances of the three undertakings are totally different. Time may see all three fully realised, but if so the manners of realisation will have been quite dissimilar. The Russian line across Siberia and through Manchuria is practically in existence. It is reasonably safe to prophesy that a British line to the Yangtze will be the last to be completed.

We note with interest, not untinted with indignation, that the new British Colony of Dependency of Weihaiwei not only has no Post Office, but is dependent upon that of China for the distribution of its correspondence. This is assuredly most undignified and most undiplomatic. No surer method could possibly be taken to prove to the Chinese that Weihaiwei is really a Chinese port, though temporarily leased to a Foreign Power, than to compel it to use Chinese postage stamps. Why this should be allowed we are at a loss to imagine. There was a good opportunity of making the portrait of His Majesty King Edward VII familiar to the Chinese of Shantung on a new stamp, and now that the Colony has been placed under the control of the Colonial Office there is no excuse for neglecting to do so. The German Government long ago introduced a special issue of stamps for Kiaochow, and they have taken every opportunity to show the Chinese that they are masters in the territory leased to them. We should do the same. We have the less excuse inasmuch as, until a special issue of stamps could be provided, the Hongkong Post Office could furnish Hongkong stamps as they have done and still do to the Treaty Ports of China. This seems a small matter to some persons, perhaps, but it is not so insignificant as it may appear at first sight, especially when we consider the trouble some Powers take to put their postage stamps in evidence. It is one of the signs and symbols of possession, and in Eastern

countries, where extraterritoriality prevails, of influence and prestige, we cannot afford to omit a chance of upholding either. Moreover, the residents in Weihaiwei have a grievance in being badly served postally, and naturally complain. Of course they are few in number and cannot make their influence felt in Downing Street, but it is the duty of the Commissioner there and of the admirals of the British Squadron to see that nothing is neglected that can in any degree serve to sustain or augment the political prestige of Great Britain in these seas. Let Weihaiwei have its own Post Office, therefore, and its own postage stamps.

The British sloop *Daphne* arrived from Shanghai yesterday, and the Portuguese gunboat *Zaire* from Macao.

Under the auspices of the Hongkong Rifle Association there will be a Spoon Competition this afternoon at 2.45 o'clock.

It will be noticed in our advertisement columns that the Hongkong Hotel Co. is holding an extraordinary general meeting of shareholders on the 11th prox. to consider a proposal of the Directors for utilising the ground on the Reclamation in front of the Hotel by erecting a building thereon.

The Rangers Football Club will play to-day in the Happy Valley the Army Ordnance F.C. Kick off at 4.15 p.m. The following will represent the Rangers:—Goal—A. Newman. Backs—C. Turner, H. S. Spurge, Halves—A. N. Other, R. Lapsley, E. R. Horton. Forwards—H. A. Seth, P. W. Gladwell, R. H. Ruby, R. Henderson, and H. S. Holmes.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—Quadrille, "Fun of the Fair," "Coolie Valse," "Elegance," "Gung's Selection," "Les Cloches de Corneville," "Planchette Polka," "Now and then," "Coolie Graceful Dances," "Dulcino," "Topsy Selection," "The Gondoliers," "Sullivan's 'God Save the King'."

Two Chinese fishermen had an experience in the early hours of yesterday morning that almost ended in them losing their lives. They left Taiping, in the East River, on Thursday, intending to work their frail little boat under sail down to this port. Off Deep Bay a heavy squall struck them, and the boat became water-logged and totally unmanageable. They were drifting rapidly out to sea when the *Powen*, coming down the river, saw the two men and rescued them. They were brought here and handed over to the care of the police.

The Empire Comedy Company, which has submitted such fine performances in the Colony, will give another complete change of programme to-night—quite a radical change, as a matter of fact. "Maldon's Fistic," that rollicking, laughable Irish comedy, will form the first part of the programme, and from the east we should imagine it will lose nothing in its production by the Empire Comedy Company. The principal part of that of Michael Muldoon, is taken by Mr. Steve Adson, whose ability as a variety artist makes comment unnecessary. "The equally clever, Mr. Gus Gregory will look after the interests of Dennis Mulcahy, and the other parts are all in capable hands. An entirely new item in the second part will be the athletic performance by Messrs. Gregory and Horley, and the evening's entertainment will close with another laughable sketch, "The Photographer's Troubles."

On Thursday evening (Thanksgiving Night) a very enjoyable and successful concert was given on board the U. S. S. *Monadnock* (Lieut. Commander R. H. Galt) which is presently lying in the Harbour. The performers were the *Monadnock* Minstrel Troupe, and quite a number of visitors attended the entertainment on the courteous invitation of the Commander. It was a varied and most interesting programme which the Minstrel's submitted. The first part opened with a chorus, and included solos, a duet and a quartette, E. H. W. Croft acting as interloper, and being well supported by F. W. Shannon, G. W. Johnson, and H. J. Roper. A tableaux entitled "Columbia" was well carried out by H. J. Delanne, E. C. Stoy, and W. E. Jones. Following upon this came a number of variety tunes, and the performance concluded with a laughable sketch in which there were no less than fourteen characters.

Madame Agnes Freed, the Californian soprano singer, will make her last appearance in Hongkong on Tuesday evening next, when she will give a concert at the Peak. Mr. Moir, the manager of the Peak Hotel, has kindly lent the spacious dining-room of the hotel for the occasion, and the concert will commence at 9.30. Madame Freed has already appeared before a local audience and given ample proof of her ability as an artistic singer possessing a beautiful voice, and no doubt many who were debarred from hearing her during cricket week will take advantage of this new opportunity. She will be supported by several amateurs, and the concert will serve to introduce a lady violinist new to our rapidly-increasing musical section of the community. The lady will play the violin obligato to Gnomed's "Ave Maria," which Madame Freed has been asked to sing again by special request. Her other songs will be of the popular and lighter compositions. The Canton community have arranged for Madame Freed to give another concert there on the 6th prox. Tickets for the Peak concert are on sale at the Hotel and the Robinson Piano Company.

The home racing season closed in rather characteristic style at Newmarket on the 29th ult., American jockeys riding four of the seven winners.

In connection with the Exhibition at Cork next year, it is proposed to offer a cup for an international rowing competition. It is expected that the United States, France, Germany, and Holland will send crews.

At the end of October, Dr. Hops, Medical Health Officer of the Port of Liverpool, conferred with the United States and other consuls regarding bubonic plague precautions, and arranged to supplement the Board of Trade examination of outgoing vessels, so as to meet the desires of the representatives of foreign countries. A representative of the Local Government Board was to visit Liverpool on behalf of the Government, to confer with Dr. Hops.

Four steam canal-boats and fifteen consort, which have been plying between New York and Cleveland, via the Erie Canal and Lake Erie, were permanently withdrawn from the trade there in October. They were to be cut up and shipped to Hongkong where they will be put together and proceed to Manila, to do a general lighterage and inter-island business. These boats have been purchased by the Philippine Transportation and Construction Company, a corporation just organised under the laws of New Jersey.

General Kuropatkin made a tour of the Russian-Afghan frontier during October, visiting various outposts before proceeding to Russian Turkistan to witness the commencement of work on the Tashkent-Bukhara railway. The Russians some months ago began extending the new Kuskul railway to Chail Ducterum, which is the extreme point of the Russian territory towards Horat. They also at the same time began the construction of a branch line through Penjshir towards Maruchak, which is evidently intended for strategic purposes as a protection to the left flank of their position in the Kuskul Valley.

The *Eclair* of Paris is not reckoned generally as a comic paper. Yet this is one of its latest efforts:—"It may truly be said today that the reign of Ahikou is over. No one will deny that it is thanks to the Boers that so prodigious a result has been obtained. It is to them that the civilised nations owe their escape from the disasters to which the tortuous policy of English imperialism was to consign them in the twentieth century. The governments which without their aid stood to lose most seem little disposed to show any gratitude. The Boers while defending their independence have accomplished a historical, a superhuman task which would have transcended the abilities of the greatest peoples. They have made possible a new direction for human progress."

General Buller threatens to blossom into a British Boulanger, says the London correspondent of a Canadian paper. He does not appear to court publicity or to discountenance demonstrations. He attended a theatre in London on the 30th ult., and when recognised was cheered. He rose to his feet and bowed his acknowledgments. Outside the building General Buller was mobbed by cheering crowds, and the police had to be called to clear the streets. Meanwhile, the following is the telegram which the *National Review* alleges, on the authority of a civilian who passed through the siege of Ladysmith, to have been sent by General Buller to General White:—"I have been repulsed. You will burn your fingers and destroy all your ammunition. You will then make the best terms you can with the Boers, after I have fortified myself on the Tugela." General Buller contented himself with the statement, "That is not my telegram."

The Calcutta *Englishman*, discussing the rearming of the Indian Volunteers, says:—"The weapon chosen is the 303 Martini-Metford carbine, a certain number of which have become available owing to the re-arrangement of the 1st Bengal Lancers with Lee-Enfield carbines. The Martini-Metford is not a magazine rifle. It has the Martini breech action, but is bored to take the 303 cartridge, and is in every respect a model shooting weapon, as there is practically no recoil. The 1st Bengal Lancers, and the Weihaiwei Regiment, which is similarly armed, had some opportunity of using the weapon in China and were delighted with it. Not the least among its many advantages is that the parts are few and the barrel, when cordite is used, is easily cleaned. Of course the new short Lee-Enfield rifle is superior to the Martini-Metford, but the latter can hardly be dispensed when compared with the worn-out Martini-Heurys with which Volunteers in India have to be content."

Dr. Leonard Rogers recently contributed an article to the *Journal of Hygiene* on the prevalence of anopheles and malaria in and round the suburbs of Calcutta. From an analysis of the article appearing in the *Indian Medical Gazette*, it appears that Dr. Rogers has proved that the anopheles are most prevalent during the hot weather months between March and May, when there is much less fever than in June, shortly after the beginning of the rains. "In May no less than two thirds of all tanks, in an area under regular observation, were found to be infested with anopheles larvae. On the other hand, in the dry hot season the pools and puddles are dried up." It is also interesting to learn that "the floods of September, 1900, in Calcutta so thoroughly scoured the pools and puddles that for the time anopheles larvae seem entirely to have disappeared, and in October, when the fever curve was at its maximum, the tanks were free from anopheles larvae." The *Indian Medical Gazette*, however, says that "the truth of the connection between anopheles and malarial fever is too firmly established to be upset by any one series of observations which seem to run counter to it."

It is reported from Chicago that James McGarry, the original of Mr. F. P. Dunne's "Dooley," has died at an advanced age. McGarry was formerly a saloon-keeper, well known locally for his wit and the whimsical philosophy he brought to bear on passing events.

A despatch from Nyberg, on the Island of Fuenen, reached Copenhagen on the 1st inst., to the effect that the Russian battleship *Peresviet*, run ashore that morning on the north end of the island of Lapland. A salvage steamer had gone to her assistance. The *Peresviet*, it will be remembered, is coming out to this station.

The statement made by the West India Committee, in a circular sent out from London recently, announcing that the invitation sent to the United States to participate in the conference on sugar bounties will involve further delay, and that the conference is not likely to assemble this year, is incorrect, according to a Brussels despatch. The United States has not been invited to attend the sugar conference, and Russia alone prevents the date of the meeting from being fixed.

A Dover telegram of the 31st October says:—"A fierce easterly gale has been blowing to-day over the whole Channel, much disturbing shipping. The Channel steamers were obliged to abandon attempts to enter the port of Folkestone, which was not approachable, owing to the tremendous sea running. A number of minor wrecks have been reported, and several vessels have sunk at their moorings. The wind gauge registered sixty miles an hour. The tide is rising, and vessels of all kinds are seeking shelter from the storm. A great number of carcasses of animals are washing ashore in the vicinity of Deal, indicating that a shipping disaster has occurred near there."

Mr. Frank T. Bullen, author of *The Cruise of the Cachalot*, and other popular works, in a speech at Manchester recently said he was talking the other day with Mr. Rudyard Kipling, who told him that he used to take a glass regularly, but once he was in an English city—"I am almost sure it was Manchester," remarked Mr. Bullen—and going along the streets he saw two young girls of fifteen reel out of public-house, stagger across the pavement, and fall into the gutter. From that time Mr. Kipling became a total abstainer. Mr. Bullen did not add, though he might have done so, that a more illogical reason for deserting temperance in favour of total abstinence would be hard to produce.

New York to London in 100 hours is the problem for which two great American railroad companies are considering two solutions, says the *Journal and Advertiser* of New York for the 2nd inst. "The New York Central's engineers are working out the details of a plan involving the following route to Europe, with a view to determining its mechanical and commercial probabilities:—New York to Boston by the New York Central and Hudson River and Boston and Albany lines; Boston to St. John, N. B., by Boston and Maine Railroad and connections; St. John to a port on the Irish west coast by a line of swift steamships to be established; by train to Dublin; packet across the Irish Channel, and rail to London—time, four days and four hours."

The dies for the Coronation coins, having been approved by the King, are now in preparation by the authorities of the Mint, says the *Fall Mail Gazette*. The exact date of issue cannot at present be stated, but all the new currency will be issued before that great ceremony takes place. One side of the coins will bear a miniature of his Majesty, devoid of elaboration, with inscription; the details of the reverse are still under consideration for approval by the King. When the dies are made and the first coins struck they will be submitted for his Majesty's final approval. If no alteration of the designs is then commanded, the coinage will be struck and issued for circulation. Hundreds of tons of gold and silver will be required for the new currency. Some idea of the amount may be conveyed by assuming the adult population of the United Kingdom to be 15,000,000; it would require 200 tons of gold to coin a sovereign for each; similarly adding half a crown, a florin, shilling, and six-penny pieces together, and taking the common weight, it would require 600 tons of silver ingots to provide each person with one of these coins. It is probable that the three-penny piece will be retained, but whether any new coin will be issued to commemorate the Coronation cannot now be stated.

Commissioner-General Powderly, of the U.S. Immigration Bureau, has entered into an agreement with the principal steamship and railroad lines of Canada for the regulation of immigration to the United States, through Canada. This agreement, which takes the place of the former arrangement, which expired last month, is regarded as much more favourable to the United States than the last. It provides that aliens arriving in Canada, destined to the United States, shall be inspected at Halifax, N. S., Quebec, Pointe-Lavie, Vancouver, St. John, N. B., and Victoria, B. C., by United States Commissioners, who shall issue certificates to such as are entitled to enter this country, and the holders of these certificates shall be entitled to enter the United States from any of the above-named places, without further examination. The examinations at these points shall be similar to those conducted at the ports of the United States. All aliens adjudged inadmissible shall be returned to the countries from which they came, by the lines bringing them over. The agreement, which goes into effect immediately, may be cancelled by either party on giving 60 days' notice. It is signed by Mr. Powderly, the Elder Dempster or Beaver Line, the Allan Line, the Dominion Line, and the Grand Trunk, and Canadian Pacific Railway Companies.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 29th November, 10.30 a.m.

MISSIONARY APOLOGISTS AND  
LOOKING.

The missionary apologists claim that the missionaries in the alleged looting only acted as bankers.

THE WAR IN SOUTH  
AFRICA.

LONDON, 29th November, 10.30 a.m.

## TWO PRIVATES SHOT BY BOERS.

The Boers report having shot two privates. The War Office publishes the fact, but is apparently withholding the reason.

LONDON, 29th November, 4 p.m.

SUMMARY OF THE SITUATION—  
THE NUMERICAL ODDS.

The Pretoria correspondent of the *Times* sends to that journal a summary of the situation in South Africa. He states that there are twenty-six Boer commandos in the Transvaal, thirty-one in the Orange River Colony, and thirteen in Cape Colony. These commandos are from fifty to four hundred strong each. Against them the British striking arm is only forty-five thousand strong.

## GENERAL NEWS.

LONDON 29th November, 10.30 a.m.

CONSERVATIVES CREATING  
FOR PEACE.

The Conservatives have been checked by the representatives of the Powers [?] at Colon; and it is believed they are treating for peace.

## FRENCH LOAN PASSED.

The French loan has been finally passed by 385 votes to 213.

LONDON, 26th November, 4 p.m.

TERRIBLE RAILWAY DISASTER AT  
DETROIT.

A railway smash has occurred at Detroit, Michigan, involving the death of no less than eighty people.

## MONEY MARKET.

Consols stand at 291½. On the loan market weekly advances range from 3½ to 3¾ per cent. Japanese New Loans are at 276½. Bank rate is still 4 per cent.

## REUTER'S SERVICE.

LONDON, 27th November.

SOUTH AFRICA—IMPORTANT  
CAPTURES.

General Knox has effected the capture of 38 Boers, including Commandant Joubert and two Field Cornets. Practically the whole of this commando is now a prisoner. Commandant Joubert was one of Brand's best commanders, and it was he who captured the two guns at Vlakfontein in September last.

CRICKET—MACLAREN BEATEN  
AGAIN.

New South Wales has defeated MacLaren's English eleven by 53 runs.

LONDON, 27th November.

## MARQUIS ITO'S TOUR.

Marquis Ito had an interview with Count Lamsdorff, Russian Minister of Foreign Affairs, yesterday. He is also to see Mr. de Witte, Russian Minister of Finance, at the official quarters in St. Petersburg, and is confident that the interviews will do much to end the misunderstandings between Russia and Japan. His visit alone is proof that the relations between the two countries are more cordial than supposed.

LONDON, 27th November.

## A FRENCH SENSATION.

A sensation has been caused in Paris by the disclosure of a confidential report of General Voyron, accusing French missionaries, also the Legation ladies, of systematic looting in Peking.

## LATEST STEAMER MOVEMENT.

The Indo-China steamer *Savigne*, from Calcutta and the Straits, left Singapore for this port on the 27th inst., at 10 p.m.











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For forty years has maintained its  
worldwide reputation as the best and  
only safe reliable Phosphoric Cure for  
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Complaints, Harassing Dreams, Premature  
Decay of Vital Power, General Debility, all  
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Altered Conditions of the System, caused  
by the deficiency of the Vital Force.

The effect of this Standard Phosphoric  
remedy is Nervous, Debility and its kindred  
Evils is immediate and permanent, all  
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Its energizing effects are shown from the  
first day of its administration by a Remarkable  
Increase of Nerve and Intellectual Power,  
with a feeling of Courage, Strength, and  
Comfort. Digestion is Invigorated. The  
Appetite increases wonderfully. Sleep  
becomes calm and refreshing. The Face  
becomes fuller, the Lips red, the Eyes  
brighter, and Skin clear and healthy.

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# MISS PHOEBE'S SECRET.

BY  
I. K. RITCHIE.

(Continued.)

III.

It came about that Dick Turnbull had not  
much great pleasure wherein to put his  
momentous questions to Dorothy Keene when his  
earliest opportunity was embraced to do so in  
the next few days—and those days had passed  
into weeks before he could ask the Rector's  
consent to the engagement.

For early on the morning following the  
Volunteer Ball it was discovered young Austin  
had mysteriously disappeared from the doctor's  
house. Grief and consternation filled the good  
man's heart and he and his nephew were both  
infectious in trying to get trace of the  
ingratiating.

The care of one afflicted like young Austin  
was a task the doctor would not have under-  
taken under other circumstances than purely  
out of regard for him who had petitioned for his  
help—an old schoolfellow who had been as a  
brother when they were boys and young men  
together.

It was John Austin's fortune to go out to  
the West Indies, heir to large plantations,  
while his friend plucked at home, eventually  
to succeed to his father's large, if not specially  
lucrative, practice at Monkford.

Dr. Turnbull had no children of his own;  
but Dick, his orphan nephew, a year ago little  
more than a stranger to him, was proving as  
worthy of confidence as the best son could be.

A strange contrast was Austin's fate in a like  
particular: his only child, highly educated and  
with many natural gifts, was with a complete  
failure. At two-and-twenty, with his besetting  
sin stealing gradually upon him, it was heart-  
rending to John Austin, eighteen months ago,  
to send Gerald from him; but the lad's mother  
had been dead some years and the elder man  
built round on the hope of the good influence  
of a gentle woman such as his friend's wife at  
Monkford.

And true to the expectation of her goodness,  
Mrs. Turnbull had loyally joined her husband  
in his work of love, now encouraged, now  
discouraged by the result, until the climax  
came in young Austin's disappearance.

To communicate it to Austin, they feared  
might be his death-blow, yet in fear of worse  
news or continued uncertainty silence was  
impossible.

Dorothy Keene felt wretched. Blameless  
though she was in the matter, she tortured  
herself with imaginings that if she had not  
been at the ball, the young man's fate might  
have been different.

Strange to say, Miss Phoebe's marked in-  
terest in the young man and his doings seemed  
to have entirely flagged, and she was apparently  
completely indifferent to his disappearance.

But Dorothy continued to upbraid herself;  
great was her joy therefore when her lover ran  
into the rectory one morning to announce glea-  
fully:

"Well, we've no need for sackcloth and ashes  
after all. My uncle has a letter from the  
agency column, though he does not say so. Says  
nothing in fact, but that he has left Monkford  
and enlisted! The letter is without date or  
address and posted in London."

"There were of course full concurrence from  
Dorothy and her father in Dick's opinion it  
was 'jolly mean' of one treated as young  
Austin had been by the doctor, to make such a  
bad return; but condolences over, the rector  
pointed out that such a step might, as precursor  
of steady discipline for the culprit, not turn out  
badly after all."

"The worst is, it all comes heaviest on my  
uncle," said Dick, musingly, "he can't bear to  
send out such a disappointing story to the  
West Indies; it looks, he says, as if he had been  
hard upon his ward. I tell him it won't be  
long until we have Mr. Gerald crying to be  
bought off and taken back into favour."

"And in the meantime, I don't doubt he is  
in very good hands; tell your uncle I think so,  
and I shall come over some time to-night to  
offer my congratulations in person," said the  
rector.

Your congratulations are what I am hun-  
gering and hoping for myself, sir," Dick took  
occasion to explain, when Dorothy went gaily  
upstairs to make known to Miss Phoebe the  
welcome news he had brought; then simply he  
told how his ardent affection was returned by  
Dorothy, and only lacked the rector's sanction  
to make their joint happiness complete.

"This Mr. Keene now gave with evident plea-  
sure. Dick straightforwardly stated he could  
not be in a position to marry for another year,  
when his uncle would take him into partnership.  
And the rector was in no hurry to part with  
Dorothy, whose homecoming had begun a new  
era in his own life and work. It pleased him  
well therefore that her choice had fallen upon  
one who would not rob him altogether of her  
presence."

And Dr. Dick, as may be imagined, thought  
himself a very lucky individual.  
Meanwhile Dorothy's experience upstairs was  
far less pleasant than Phoebe—as usual at that  
time of day—li advanced in her elaborate  
toilet. Over a richly-trimmed dressing-gown  
her hair, which was still long and abundant,  
hung down over her shoulders; it had been a  
great grief to her when a grey tinge had slowly  
but surely destroyed its natural raven hue; and  
now a dye, warranted to fulfil the user's every  
wish, was one of her multitudinous toilet re-  
quisites, giving yet another task to her patient  
endeavours to preserve her fast decaying  
charm.

So little interest had Miss Phoebe taken in  
a matter which had now usurped the thoughts  
of all around her for several days, that Dorothy  
had imagined displeasure at her own refusal to  
encourage young Austin's attentions had piqued  
her and in showing indifference to the delin-  
quent's doings.

Her surprise was therefore great, when the  
news she had come to communicate was received  
with the greatest excitement, and, at first, dis-  
credited.

"What nonsense!" exclaimed Miss Phoebe,  
"tossing her dainty dyed locks, "I don't believe  
a word of it!" Yet the voice of the disclaimer  
rang full of alarm.

"But indeed it is true," said Dorothy, "and  
just think how thankful Dr. Turnbull must be  
to know he is alive and well."

"Thankful! Don't talk about what you know  
nothing of, Dorothy Keene!"

Miss Phoebe's voice broke faintly as the  
words passed her pale lips, to be followed by  
sharp laughter, and then a perfect torrent of  
tears.

For a moment it was the ludicrous aspect of  
the situation that struck Dorothy. Powder and  
paint cannot easily resist the ravages of grief;  
and mingled, defiant of all laws of congruity,  
are apt to excite the beholder's smiles.

So it was now; but very swiftly the generous  
compassion for trouble in any guise, that was  
one of Dorothy's sweetest traits of character,  
banned every other feeling in her heart, and  
Miss Phoebe's trembling form, her flowing

looks, her tear-stained cheek, with soft tenderness  
were drawn to a true resting place in her  
niece's affectionate embrace.

"Oh, how good you are to care so much,  
But really it is not a thing to grieve over;  
father thinks it will turn out well," spoke the  
soft young voice, and gradually Miss Phoebe's  
excitement died away, and she proceeded slowly  
with her interrupted toilet. But her strange  
emotion was smothered only for the moment,  
not vanquished, and, left alone, she again  
became a prey to it.

"What a fool I have been! Oh, what shall  
I do? What can I do?" she moaned.

IV.

"Dorothy, it may be very pleasant to dine off  
scenery, but not very satisfying, I'm afraid, and  
Auntie and I happen to be waiting for you  
here," spoke the Rector of Monkford.

Here, being the luncheon table a yard or two  
distant from the window overlooking Scar-  
borough's beautiful bay at which Dorothy was  
standing, her change of locality was soon made.

"I quite forgot what we came away from the  
beautiful Holbeck gardens for," she exclaimed  
herself.

"And Miss Phoebe looks equally indifferent  
to judge by the way she's picking at that  
morsel of chicken she's limited my helping to.  
I'll have to put you both into the hands of Dr.  
Dick, when he comes. You know it's a slander  
on Scarborough's bracing air if it does not  
bring good appetites."

They had come from the Rectory at Monk-  
ford to stay a few weeks at the favourite  
northern Spa, for Dorothy and her father were  
in trouble about Miss Phoebe. Her health,  
heretofore good, although never robust, was  
falling visibly, while she seemed totally oblivious  
of the fact herself, and indeed resented any  
suggestion of the sort.

"Dr. Dick," as the Rector styled young  
Turnbull, was expected that afternoon, which  
probably accounted for Dorothy's wondering  
thoughts more accurately than the excuse put  
forward.

She had promised to wait in for him, as he  
was not sure by what train he could leave  
Monkford; but lunch was scarcely over when  
he was ushered in.

"Staying over Sunday, I hope," the rector  
added to his hearty greeting, while Dorothy had  
already detected a shadow of care on the usually  
pleased brow of her lover.

"No, I'm awfully sorry, I can't manage it,"  
Dick answered. "Gerald Austin has come  
back; he was ill when he arrived, and suddenly  
became worse, so my uncle's hands are full."

Although weeks had passed into months since  
the brief intimation that he had enlisted there  
had come no further word from the doctor's late  
ward till now: his father had died suddenly and  
Gerald as his heir was advertised for.

Miss Phoebe's voice broke in on Dick Turn-  
bull's explanation in shrill tones with startling  
abruptness.

"He has come back—ill! Then I must go  
to him at once."

"You—Auntie!" came from Dorothy and her  
father in a breath.

"Yes—I ought not to have kept it secret so  
long—John—Dorothy—I am his wife."

Three pairs of eyes regarded her in-  
credulously, while their owners were too agitated  
for speech.

Dorothy flew to the morning of Miss Phoebe's  
strange excitement when Dr. Dick brought  
word of young Austin's disappearance, and her  
lips faltered, "Oh, Austin you are joking!"

But it was soon plainly proved to be no joke,  
for Miss Phoebe produced a certificate of the  
marriage, by licence, at Leeds.

She had gone there to do some shopping the  
day of Austin's disappearance, and came across  
him, when he confessed his intention of ending  
his troubles by suicide, for which purpose he  
had just bought a revolver. The meeting with  
her evidently turned the thoughts of his dis-  
ordered brain into another channel, and he  
declared, if she would take pity on his forlorn  
state, he would abstain from his besetting sin,  
and they could go out to the West Indies  
together, as soon as he had told his father  
of the marriage, and heard from him in reply.

Until then, it was arranged they should keep  
all word of their meeting secret. She went  
again to Leeds for the marriage, and then  
came news that he had enlisted, cruel sign  
that he had broken faith with her.

"I doubt if my uncle would allow you to see  
him, as yet," Dick Turnbull's voice broke a  
tense silence. "Austin was delirious when I  
left, his health is in a very critical state."

"Oh, but I must go at once. I was not so  
kind as he thought me," sobbed Miss Phoebe.  
"I married him for his money."

"Well, well, my dear, whatever was your  
reason, under the circumstances I am sure it  
was generous and brave, too, of you," said the  
rector, in his kindly way.

The others were fully of his opinion; but  
they could not make Miss Phoebe view her  
action in the same lenient light, nor persuade  
her from returning at once to Monkford.

"She was with young Austin when he died  
three days later," Dr. Turnbull thought it best  
she should have her way on her arrival, for he  
saw the news of his patient's state had been a  
great shock to her, so that her life hung on a  
thread so slender it might snap at any moment.

A last dying man recognised her.  
"Gerald, I shall never touch your money,"  
she said, when he told her he had made a will  
leaving her all his possessions, "but I should  
like to have it to give to Dorothy for her  
missions; would you have it?"

"Yes. All that I might have done, ask her  
to do," he answered. "Forgive me—I would  
have been true—but I could not forget her. . .  
I wished to come back that you might know I  
have kept straight. . . she showed me the way."

[THE END.]

Next Week: "A BREGAN'S TRAGEDY," BY  
TOM GALLON.

# BEAUTIFUL SKIN

## Soft White Hands

## Luxuriant Hair

## Produced by

# CUTICURA SOAP.

MILLIONS OF WOMEN USE CUTICURA SOAP exclusively for preserving,  
purifying, and beautifying the skin, for cleansing the scalp of crusts,  
scabs, and dandruff, and the stopping of falling hair, for softening,  
whitening, and soothing red, rough, and sore hands, in the form of baths  
for annoying irritations and chaffs, or too free or offensive perspiration,  
in the form of washes for ulcerative weaknesses, and for many antiseptic  
purposes which readily suggest themselves to women and especially mothers,  
and for all the purposes of the toilet, bath, and nursery. No amount of per-  
suasion can induce those who have once used it to use any other, especially for  
preserving and purifying the skin, scalp, and hair of infants and children.  
CUTICURA SOAP combines delicate emollient properties derived from CUR-  
CURA, the great skin cure, with the purest of cleansing ingredients, and the  
most refreshing of flower odours. No other medicated soap ever compounded  
is to be compared with it for preserving, purifying, and beautifying the skin,  
scalp, hair, and hands. No other foreign or domestic toilet soap, however  
expensive, is to be compared with it for all the purposes of the toilet, bath,  
and nursery. Thus it combines, in ONE SOAP at ONE PRICE, the BEST skin  
and complexion soap, the BEST toilet and BEST baby soap in the world.

Complete External and Internal Treatment for Every Humour,  
Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the  
thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irri-  
tation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A  
SIXOZ SET is often sufficient to cure the severest humours, with loss of hair, when all else  
fails. Sold throughout the world. "All about the Skin, Scalp, and Hair," post free,  
from AUST. DEPOT, R. TOWNS & CO., Sydney, N.S.W. Sole African Depot: LUXON LTD., Cape  
Town. PORTER DRUG AND CHEM. CO., Sole Props., Boston, U.S.A.

# CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING  
Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS  
Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:  
A Merry Christmas and a Happy New Year  
Plenty chances, large gain;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crown your Undertakings  
My chin chin in Hongkong  
Make you happy and strong  
Everything as you wish

FOR SALE AT  
MESSRS. KELLY & WALSH, LD.  
MESSRS. W. BREWER & CO.  
AND OTHER STORES.  
MESSRS. KRUSE & CO.  
MESSRS. ACHEE & CO.  
[2712]

# RUPTURE RELIEVED AND

## OFTEN CURED

## PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement  
of the body, and is very effective."  
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."  
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their attention and skill to the improvement of trusses, for the treatment of various kinds of  
Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

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[2702]

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NESBIT & CO., WOODFORD GREEN, ESSEX. [276]

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All kinds of Oil Paintings and Photograph  
Enlargements.  
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL  
Opposite to Chas. J. Gaupp & Co  
Hongkong, 29th March, 1901.

HEONG LEE & CO.  
FURNITURE STORE  
Established over 20 Years.  
Dealers in: Furniture, Blackwood,  
Jewellery, Carvings, Electro-Plate, and  
Glassware. Dining-room and other Furniture  
on Hire, &c. For the HIGHEST GRADE  
BEST and CHEAPEST.  
8, QUEEN'S ROAD CENTRAL  
Right opposite Robinson Piano Co.  
Hongkong, 20th November, 1901. [2992]



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well polished, tell your  
Valet or the Maid to ask  
for WALTON'S BOOT  
CREAMS and VAR-  
NISHES.  
WALTONIAN CREAM  
WHITE & BLACK  
JANIE MOSCOVITE  
TAN—3 SHADES.  
PARISIAN DRESS-  
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Order from Stores or  
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(PARIS).  
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LONDON. [275]

# Allenburys' Foods.

PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young  
Infants from birth upwards, and free from dangerous germs.

"Allenburys' Milk Food No. 1  
Specially adapted to the first three months of life.

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Similarly adapted to the second three months of life.

The "Allenburys' Malted Food No. 3  
For Infants over six months of age.

No. 3 Food is also specially recommended for Convalescents, Invalids, the Aged, and all requiring a light and easily digested diet.  
The London Medical Record writes of it that—"No Better Food Exists."  
Infants' Food Manufactory,  
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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf E, together with the number denoting the section.

- SECTIONS.  
1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Bluff Point.  
3. From Bluff Point to Naval Yard  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAPAN	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	MACHAON	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 3rd December.
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	2 m.	H. A. Peters	P. & O. S. N. Co.	On 7th Dec. at Noon.
LONDON	ACHILLE	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 10th December.
LONDON, VIA SUEZ CANAL	GLACIUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 14th December.
LONDON	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 24th December.
LIVERPOOL DIRECT	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 7th January.
MARSEILLES, &c., VIA PORTS OF CALL	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 21st January.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 13th December.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 15th January.
CEYLON, VIA PORTS OF CALL	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 1 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 13th Dec. at Daylight.
HAVRE, BREMEN & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 27th Dec. at Daylight.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 11th December, at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 14th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 28th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 6th January.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 13th Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 12th February.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 17th December, P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 5th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 17th Dec.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 4th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 18th December, at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 16th Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 11th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 12th Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 27th Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 6th Dec. at Daylight.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 20th Dec. at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 9th Dec. at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 30th inst. at 4 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 2nd December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 7th Dec.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 9th Dec.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 4th Dec. at Daylight.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 11th December.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-morrow.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day, at Noon.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 3 P.M.
HAVRE & HAMBURG	PELAGUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 8th Dec. at Noon.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

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STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

STEAMERS	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINCESS IRENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	19th Mar., 1902.
BAYERN	WEDNESDAY	2nd Apr., 1902.
STUTTGART	WEDNESDAY	16th Apr., 1902.
KONIG ALBERT	WEDNESDAY	30th Apr., 1902.
PRINCESS IRENE	WEDNESDAY	14th May, 1902.
PRINZ HEINRICH	WEDNESDAY	28th May, 1902.
PREUSSEN	WEDNESDAY	11th June, 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	25th June, 1902.

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Groch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 9th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th December. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD  
For further Particulars, apply to  
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Hongkong, 28th November, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tonnage	Captain	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	December 3rd
TACOMA	2,811	A. Dixon	December 17th
VICTORIA	3,542	J. Paxton	December 27th
OLYMPIA	2,837	J. Truebridge	January 10th

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Tables, Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA TO NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the KODAK GOLD FIELDS. Frequent sailings from Victoria and Tacoma to DEER and ST. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED  
General Agents.

Hongkong, 18th November 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBÉ & YOKOHAMA	MONDAY, 2nd December, at 4 P.M.
SADO MARU	KOBÉ & YOKOHAMA	FRIDAY, 6th December, at DAYLIGHT.
W. Thompson	BOMBAY VIA SINGAPORE and COLOMBO	FRIDAY, 6th December, at NOON.
MIKE MARU	MOJI, KOBÉ & YOKOHAMA	MONDAY, 9th December, at NOON.
KAGOSHIMA MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th December, at DAYLIGHT.
HITACHI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBÉ & YOKOHAMA	MONDAY, 16th December, at 4 P.M.
C. H. Butler	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 20th December, at NOON.
RIOUN MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th December, at DAYLIGHT.
N. Ohno	SYDNEY, MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th December, at 4 P.M.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBÉ & YOKOHAMA	MONDAY, 30th December, at 4 P.M.
A. E. Moses	KOBÉ & YOKOHAMA	at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 11th November, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBÉ	TIEN TAI	Noon, 30th	Freight only.
LONDON	W. W. Cooke, R.N.E.	November	Freight only.
LONDON, &c.	JAPAN	Noon, 30th	Freight only.
SHANGHAI	C. C. Talbot, R.N.E.	November	See Special Advertisement.
SHANGHAI	BALLAARAT	Noon, 7th	Freight or Passage.
SHANGHAI	H. A. Peters	December	Freight or Passage.
SHANGHAI	VALITA	About 7th	Freight or Passage.
SHANGHAI	A. G. Cubitt, R.N.E.	December	Freight or Passage.
SHANGHAI	JAVA	About 9th	Freight or Passage.
SHANGHAI	G. W. Gordon, R.N.E.	December	Freight or Passage.

PASSENGER SEASON 1902.  
For MARSEILLES, PLYMOUTH, ORIENTAL, 5,384 Tons, 29th March.  
Without Transshipment. For MALTA, 5,064 Tons, 12th April.

For Further Particulars, apply to  
E. A. HEWITT, Superintendent.

Hongkong, 11th November, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"ATHENIAN"	Comdr. H. Mowatt, R.N.E.	WEDNESDAY, 4th Dec., 1901.
"EMPEROR OF JAPAN"	Comdr. H. Fyfe, R.N.E.	WEDNESDAY, 18th Dec., 1901.
"EMPEROR OF CHINA"	Comdr. R. Archibald, R.N.E.	WEDNESDAY, 15th Jan., 1902.
"TARTAR"	Comdr. E. Betham, R.N.E.	WEDNESDAY, 29th Jan., 1902.
"EMPEROR OF INDIA"	Comdr. O. P. Marshall, R.N.E.	WEDNESDAY, 12th Feb., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer.

The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 21st November, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
MARBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
SUEVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.
Capt. Borck	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 28th Dec. Freight.
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 6th Jan., 1902.
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Jan., 1902.
Capt. Ammon	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 27th Jan., 1902.
STRASSBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Feb., 1902.
Capt. Maden	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 24th Feb., 1902.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Feb., 1902.
Capt. Schmidt	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 24th Feb., 1902.
AMBRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Feb., 1902.
Capt. Duckstein	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 24th Feb., 1902.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 4th November, 1901.

## VESSELS ON THE BERTH THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's New Steamship  
"ZAFIRO"

Captain A. Ramsay, will be despatched for the above port TO-MORROW, the 30th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 28th November, 1901.

THE OKAKA SHOEN KAISHA, LIMITED.  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship  
"DAIGI MARU"

Captain T. Kitano, will be despatched for the above ports, TO-MORROW, the 1st December.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 25th November, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, HONGKONG, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, &c.

ON MONDAY, the 2nd December, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Vaquer, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO with the "Océan," which vessel takes on her Passengers and Mails leaving that port on the 14th December direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. on the 1st December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL.	"PELEUS"	On 7th December.
GLASGOW and LIVERPOOL.	"PATROCLOS"	On 18th December.
GLASGOW and LIVERPOOL.	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL.	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL.	"TANTALUS"	On 16th January.
HOMEWARDS.		TO SAIL
LONDON	"MACHAON"	On 3rd December.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LIVERPOOL DIRECT	"IXION"	On 15th December.
LIVERPOOL DIRECT	"PATROCLOS"	On 15th January.

The S.S. "DEUCALION" from GLASGOW and LIVERPOOL, has arrived on the 28th instant.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN TOWNS		
VILLE, BRISBANE, SYDNEY	"TSINAN"	On 30th November.
AND MELBOURNE		
SHANGHAI	"WHAMPOA"	On 3rd December.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th November, 1901.

## FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship	
"CATHERINE AFCAE"	Captain S. H. Belon, will be despatched for the above ports on TUESDAY, the 3rd December, at 3 P.M.
For Freight or Passage, apply to <b>DAVID SASSOON, SONS &amp; CO.,</b> Agents.	
Hongkong, 27th November, 1901.	

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.	
"KURDISTAN"	On 5th December.
"LENNOX"	About 15th Dec.
"ORONSAY"	About 31st Dec.
"AFRIDI"	About 10th Jan.
"HILLOLEN"	About 20th Jan.
"LOWTHER CASTLE"	About 31st Jan.

For Freight and further information, apply to  
**DODWELL & CO., LD.**  
Agents.

Hongkong, 28th November, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).	
THE Company's Steamship	
"MAITZURU MARU"	Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 11th December.
For Freight or Passage, apply to <b>THE MITSUI BUSSAN KAISHA,</b> Agents.	
Hongkong, 28th November, 1901.	

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.	
(Calling at TONGAREVA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)	

THE Steamship	
"EASTERN"	Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.
This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.	
The Steamer is installed throughout with the Electric Light.	
A Stewardess and a duly qualified Surgeon are carried.	
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.	
For Freight or Passage, apply to <b>GIBB, LIVINGSTON &amp; CO.,</b> Agents.	
Hongkong, 23rd November, 1901.	

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.	
THE Steamship	
"GLENROY"	Captain Forbes Selby, will be despatched as above on SATURDAY, the 14th December, 1901.
For Freight, apply to <b>MCGREGOR BROS. &amp; CO.,</b> Agents.	
Hongkong, 28th November, 1901.	

## FOR NEW YORK via SUEZ CANAL.

THE Steamship	
"ACARA"	Captain Kilgour, will be despatched as above on or about 17th December.
To be followed by the Steamship "ASAMA"	
Captain Bement, on or about 27th December.	
For Freight, apply to <b>SHEWAN TOMES &amp; CO.,</b> Agents.	
Hongkong, 23rd November, 1901.	

## VESSEL ON THE BERTH



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CAIRO, COLOMBO, ADEN, SUER, PORT SAID, FUEME AND TRIESTE. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRICAT PORTS.)

THE Company's Steamship

"AUSTRIA,"

Captain Fellner, will be despatched as above on TUESDAY, the 17th December, P.M.

The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 27th November, 1901.

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA,"

Captain Bröhmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th November, 1901.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and for the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 28th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**DODWELL & CO., LD.**  
Agents.

Hongkong, 28th November, 1901.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex S.S. "Australia."

From Persia, Gulf, &c., ex S.S. "B. L. S. N." and "P. & O. S. N. Co.'s Steamer."

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd November, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PING SUEY,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

For Freight and further particulars, apply to  
**DODWELL & CO., LTD.**  
Agents.

Hongkong, 22nd November, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd December, at 9.30 A.M.

All claims must reach us before the 8th December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 28th November, 1901.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 27th November, 1901.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 25th November, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be left at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th December will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th December.

Owing to the steamer having met with an accident on the voyage from Singapore, a General Average Bond must be signed before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 28th November, 1901.

## SINGING, PIANO, MANDO.

LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS—\$10 per Month.

(Two Lessons per Week).

Care of ROBINSON PIANO CO.

Hongkong, 22nd April, 1901.

## LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Please address—

B. E.

Care of Office of this Paper.

Hongkong, 23rd February, 1901.

## AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 10 CARTRIDGES,

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900.

## R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP

DEALER.

No. 4, WEST TERRACE, HONGKONG.

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

## POHOOMULL BROTHERS

57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS.

Have for Sale,

Indian, Chinese and Japanese Silk Goods

for Ladies and Gentlemen, and other Articles

Jewellery, Cashmere Shawls, Ivory, Sandalwood

and Tortoiseshell Wares, Curiosities and Fancy

Goods.

INSPECTION IS SOLICITED.

Hongkong, 4th November, 1901.

## INSURANCES

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1892.

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1881.

CAPITAL.....\$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.

Hongkong, 13th May, 1900.

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHATELAIN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892.

## "L'URBAINE"



